

## EAST GREENWICH COMMUTER RAIL STATION

### EXISTING SITE CONDITIONS



**Submitted to:** RI Department of Transportation  
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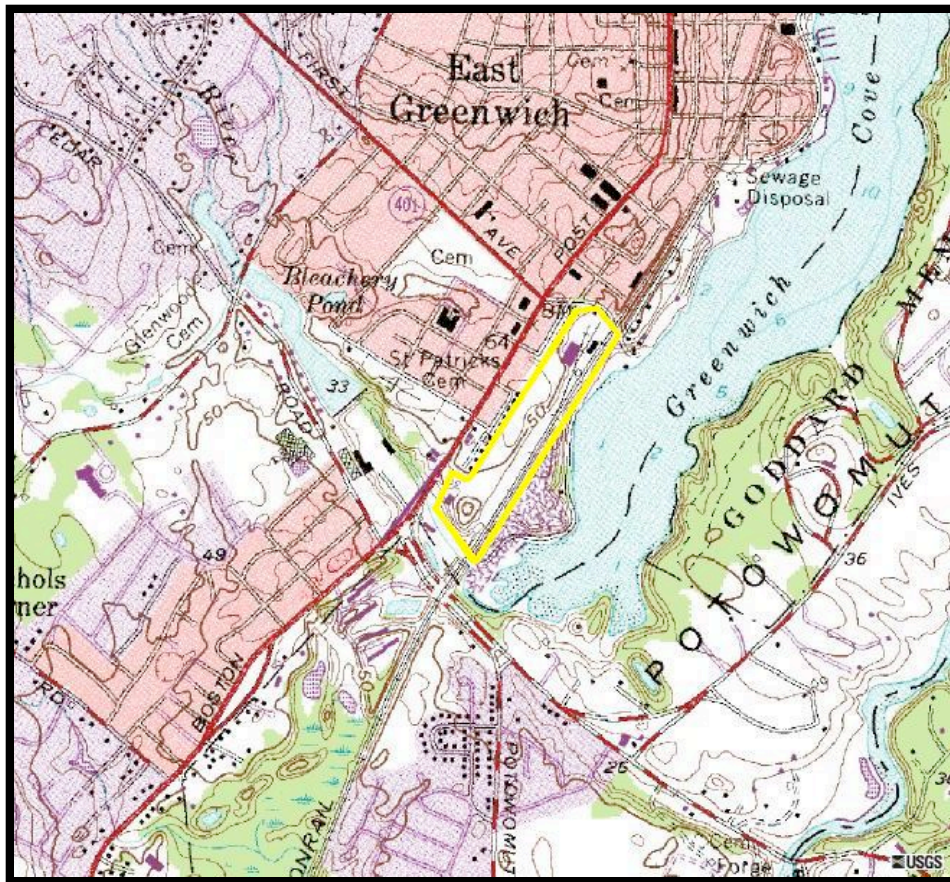




## INTRODUCTION

The East Greenwich Commuter Rail station has long been a vision for the Town of East Greenwich. The station would simultaneously fulfill two strategic goals for the town; the first being better public transit connections to the urban core of Rhode Island and the Boston region and the second being smart growth in a prime area for redevelopment within the town. By combining commuter rail development with redevelopment of vacant and underused land, a transit-oriented urban setting could be created in the town adjacent to its already urbanized core.

The Commuter Rail station site is bounded by Rocky Hollow Road to the north, the Maskerchugg River to the south, Greenwich Blvd to the west and the Amtrak Northeast Corridor to the east. A few structures currently exist on the site, including an American Legion building. The Amtrak Northeast Corridor as well as two sidings run along the eastern edge from Rocky Hollow Road to the Maskerchugg River Bridge.



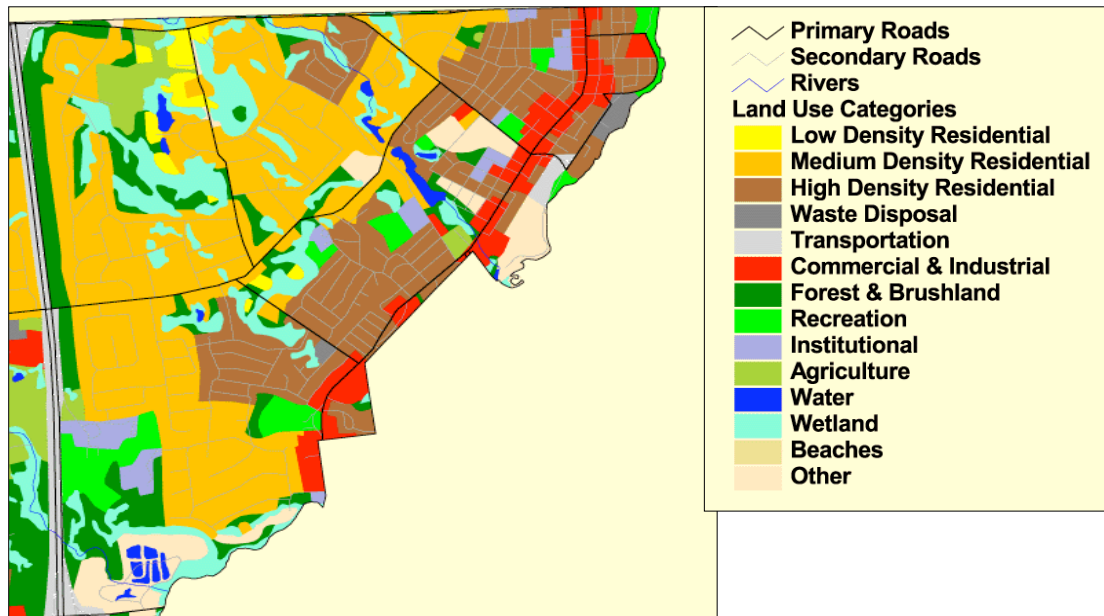
East Greenwich Commuter Rail Station Site

This report will detail the existing conditions on the East Greenwich Commuter Rail station site and include site photos. Aspects including land use, population, crossings and access, public transportation, trip generators and environmental conditions will be included.

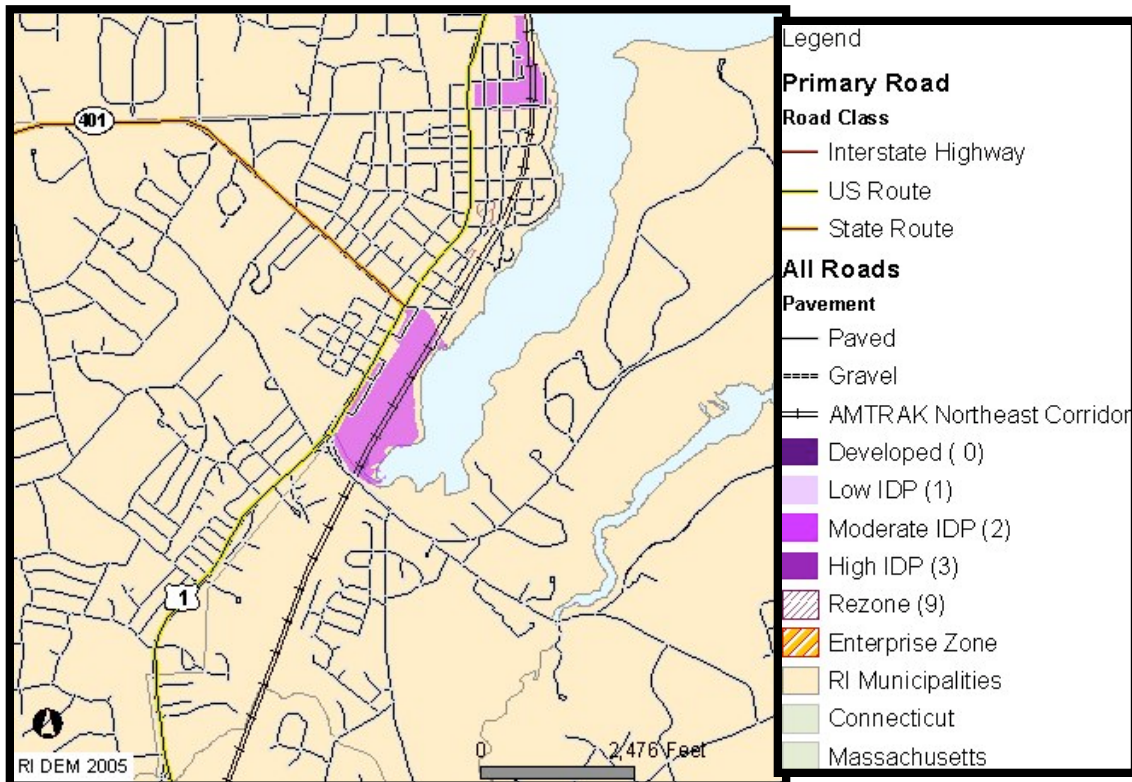


## I. LAND USE

The parcel of land at the site is currently zoned for light industrial/office. In the near future, the town would like to rezone the five parcels at the site for mixed use transit-oriented development, which would be a new zoning district in the town.



Moderate Industrial Development Potential exists over the entire proposed station site.





## II. POPULATION

The population of the Town of East Greenwich as of the 2000 census was 12,948. The 2004 census bureau estimate for the town was 13,594. That represents an increase of 5% since 2000. The population of nearby North Kingstown was 26,326 according to the 2000 census, and 27,221 according to the 2004 census estimates. This represents an increase of 3.4% since the year 2000.

In the year 2000, East Greenwich's per capita income was \$38,593, well over the State of Rhode Island's per capita income of \$21,688. North Kingstown's per capita income in 2000 was \$28,139, also above the state's average.

The commuter rail station site exists in Census Tract 209.01, Kent County, RI. Other census tracts that a commuter rail station would potentially draw population from include Kent County census tracts 209.04, 222.01, 224 and Washington County census tracts 501.03 and 501.04.



These census tracts are either directly adjacent to 209.01 or north of the proposed Wickford Junction station in North Kingstown and therefore would be more likely to utilize a station in East Greenwich. The following table depicts demographic information for these census tracts according to the 2000 census:



<u>Census Tract</u> <u>(Kent or</u> <u>Washington</u> <u>Counties)</u>	<u>Total</u> <u>Population</u>	<u>Population</u> <u>16 years and</u> <u>over</u>	<u>%</u> <u>Individuals</u> <u>below</u> <u>poverty level</u>	<u>% Multi-unit</u> <u>dwellings</u>	<u>Housing</u> <u>Units</u>	<u>% Public</u> <u>Transportation</u> <u>or walk to</u> <u>work</u>
<u>KC 209.01</u>	4,046	3,331	10.4	58.9	2,142	7.4
<u>KC 209.04</u>	3,410	2,527	1.6	1.6	1,198	1.7
<u>KC 222.01</u>	6,699	5,310	4.3	28.7	2,840	2.3
<u>KC 224</u>	2,285	1,173	3.1	4.2	913	2.7
<u>WC 501.03</u>	5,870	4,442	16.8	41.7	2,471	3.4
<u>WC 501.04</u>	4,098	3,111	2.9	1.8	1,459	3.8

### III. RAILROAD LINES

Currently the only rail line running through the proposed site is the Amtrak Northeast Corridor (NEC). This line is used for Amtrak's intercity passenger train service, as well as high-speed Acela service. This line has two tracks and overhead catenary wires and stanchions. Also on site however are two sidings, one buried that runs from Greene Industries to the NEC, and another directly parallel and adjacent to the NEC that rejoins it just north of the Maskerchugg River. Both sidings are on the western side of the NEC.

The following picture depicts railroad lines that run through the proposed site:





#### **IV. CROSSINGS AND ACCESS**

All crossings of the Northeast Corridor are either above-grade or below-grade, since RIDOT eliminated all of Amtrak's at-grade crossings as part of the Northeast Corridor Grade Crossings Elimination Program in the 1990's.

Currently on site there are two grade-separated crossings:

- Rocky Hollow Road (northern end)
- Maskerchugg River (southern end)

Access to the site is available from two locations, Rocky Hollow Road and Greenwich Blvd through the American Legion property.

#### **V. PUBLIC TRANSPORTATION**

Public transportation that serves the Commuter Rail site area is provided by the Rhode Island Public Transit Authority (RIPTA). Currently two different bus routes serve this area, the 12 and the 14. The 12 begins at First Ave and Main St. and runs up Main St. to the airport and then express to downtown Providence. The 14 runs the same route with the exception of express buses, which run down First Ave to I-95 northbound express to downtown Providence. This express service continues to be very successful and well utilized by East Greenwich residents.

The 12 bus runs every 45 minutes during rush hour, every 80 minutes midday and every 90 minutes on Saturday. Currently there is no nighttime service and only two roundtrips on Sundays.

The 14 bus runs 5 rush hour trips, 4 midday trips and every 90 minutes on Saturday concurrently with the 12 schedule. Currently there is no nighttime service and Sunday service is limited to the 12 bus schedule.

Although neither bus route directly connects to the Commuter Rail station site, both buses run on routes less than a ¼ mile from the site.

#### **VI. TRIP GENERATORS**

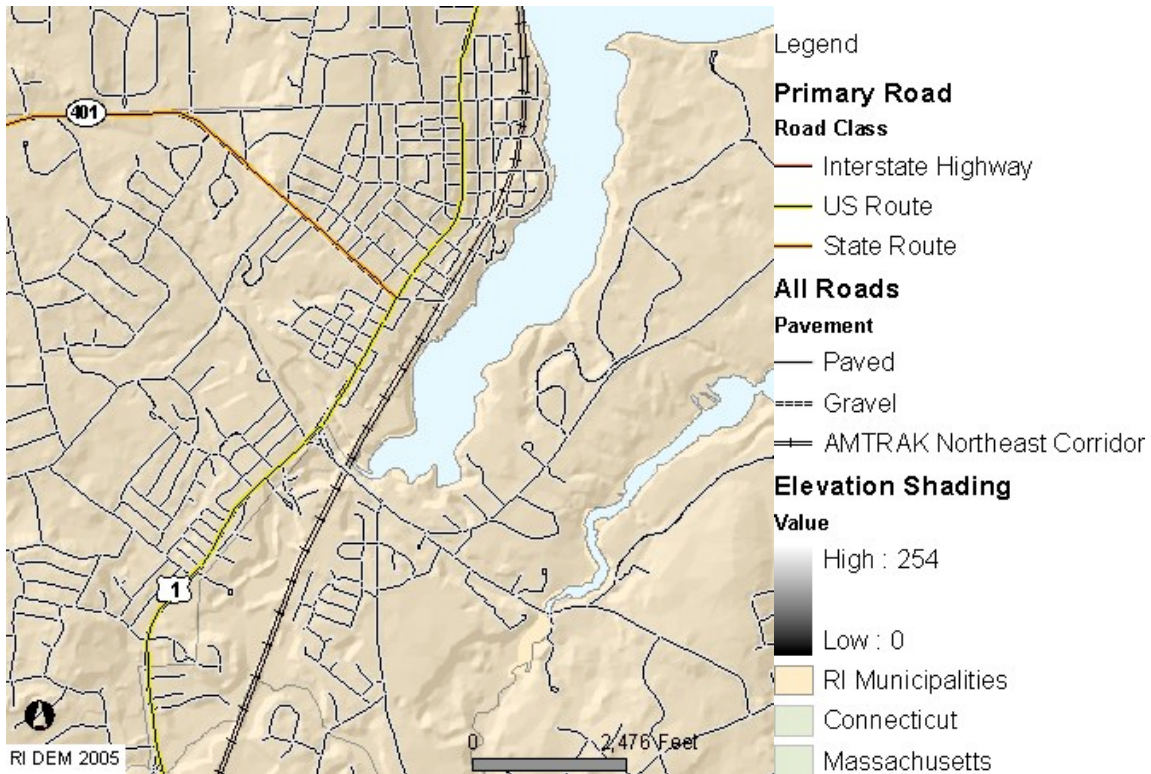
Trip generators around the site center mostly on a historic mixed use main street known as the East Greenwich Hill and Harbor District. Included in this district is high density housing, office space, municipal offices, a library, churches, retail, restaurants, nightlife and a large marina. This area in itself is a major trip generator as it is a statewide destination for employment, shopping, recreation and leisure.



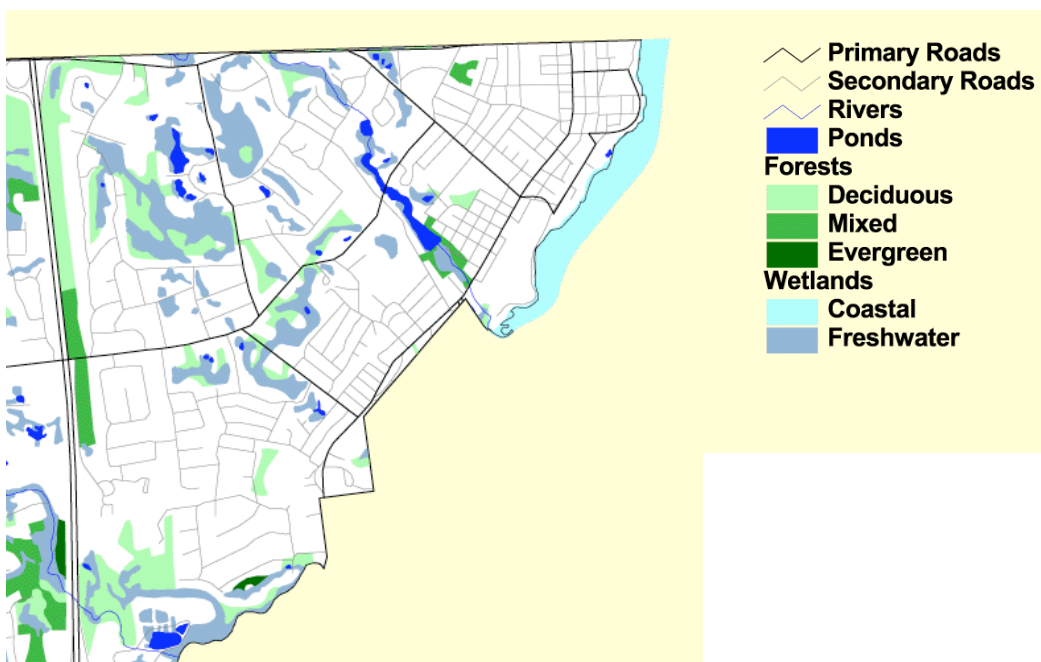
## VII. ENVIRONMENTAL FACTORS

The following maps detail environmental factors in and around the station site.

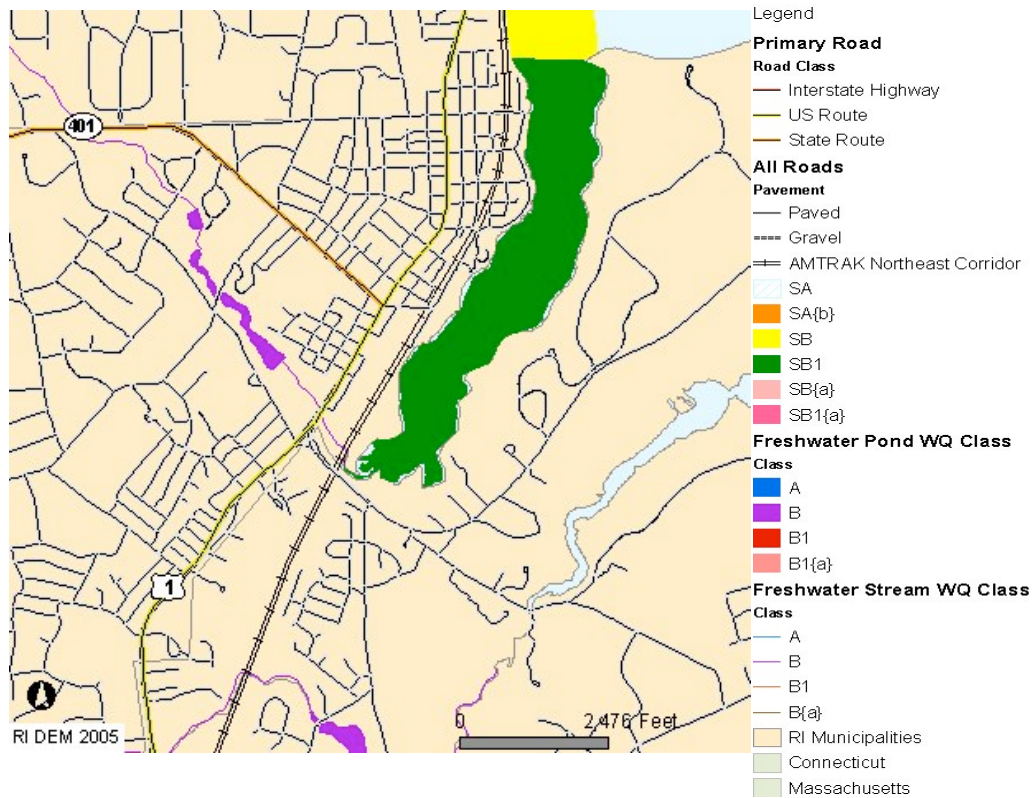
### A. Topography



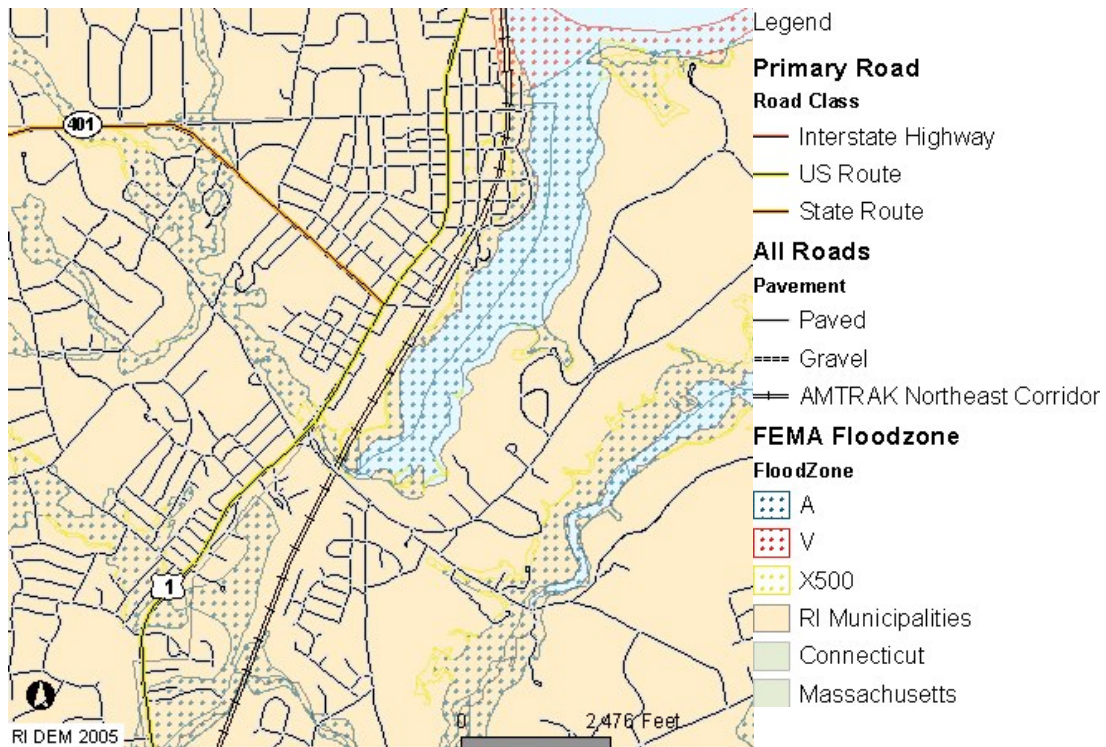
### B. Wetlands



### C. Water Quality

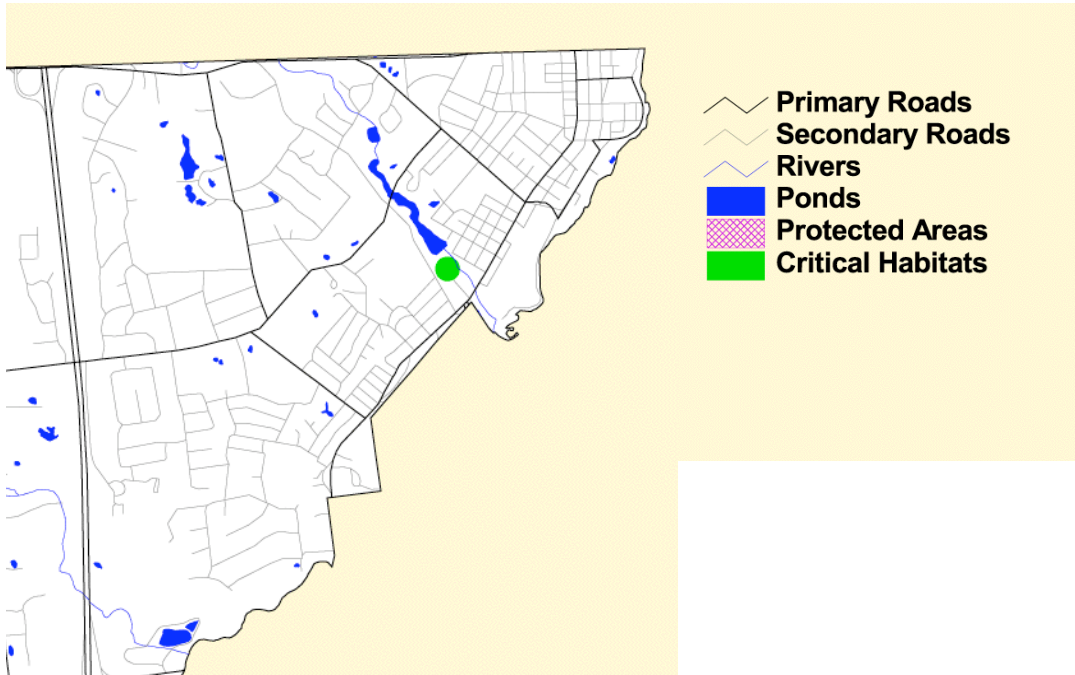


### D. Flood Plains

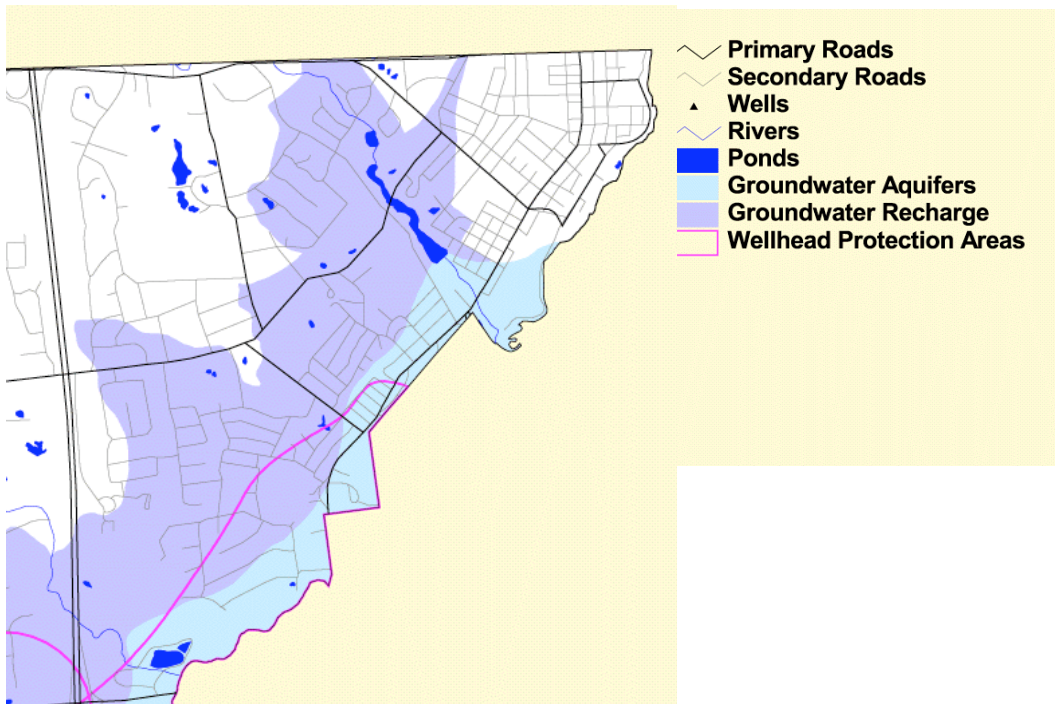




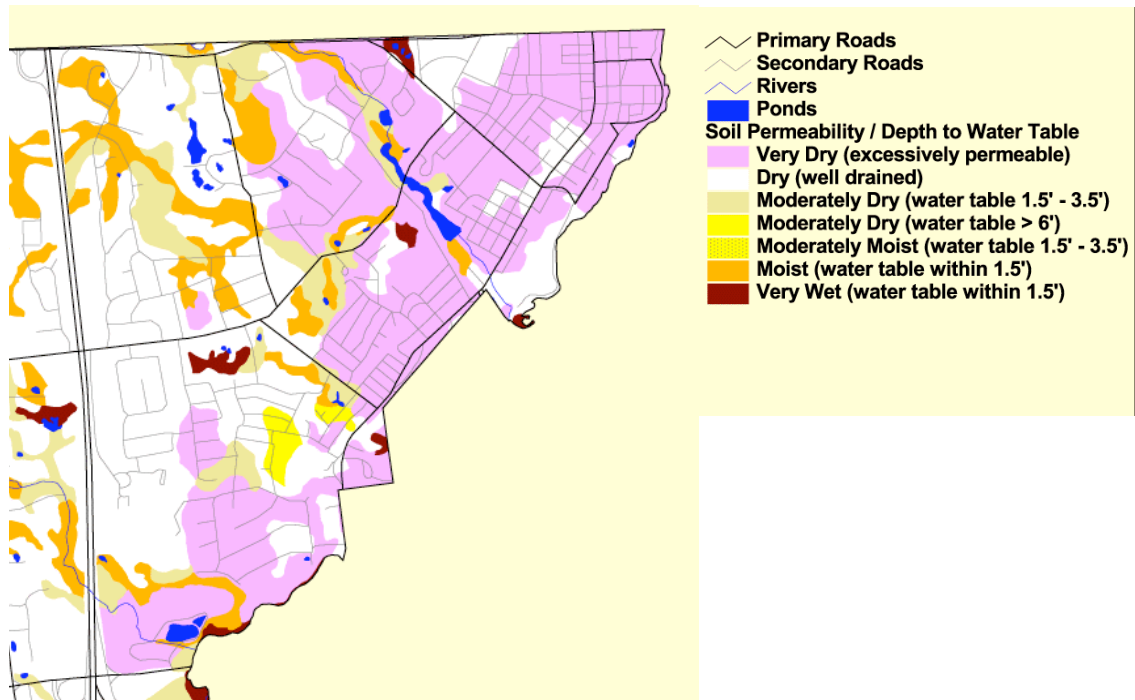
### E. Biodiversity Impacts



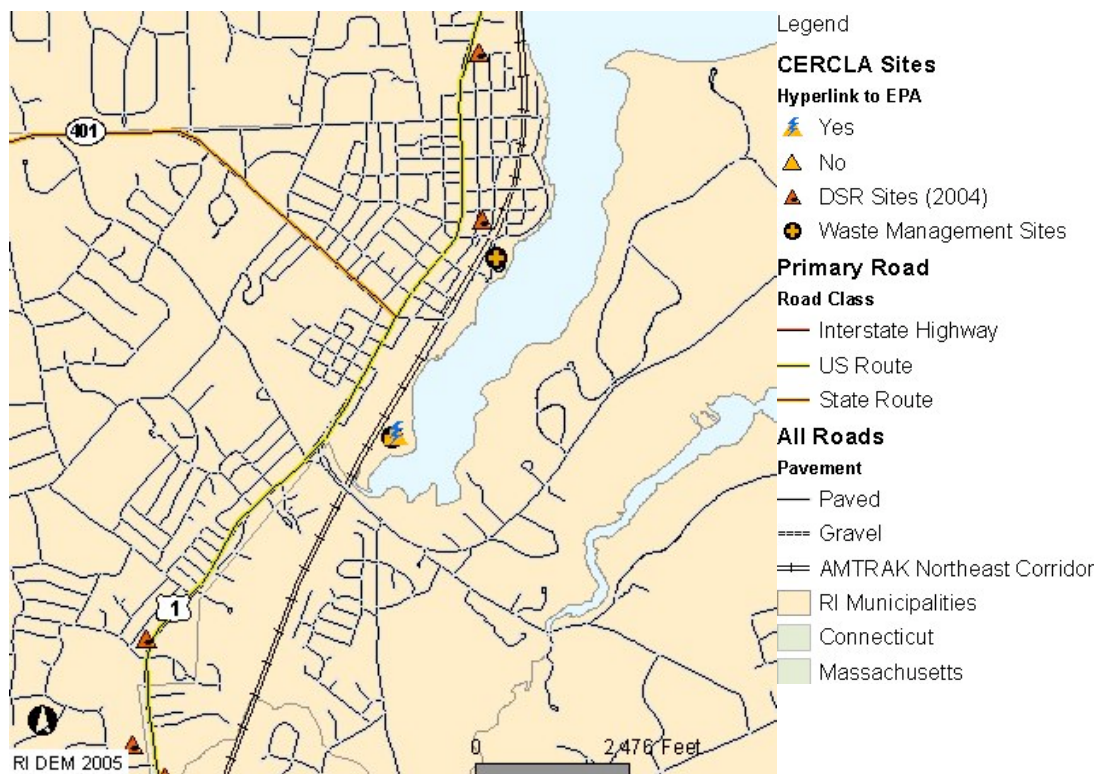
### F. Groundwater



## G. Soils

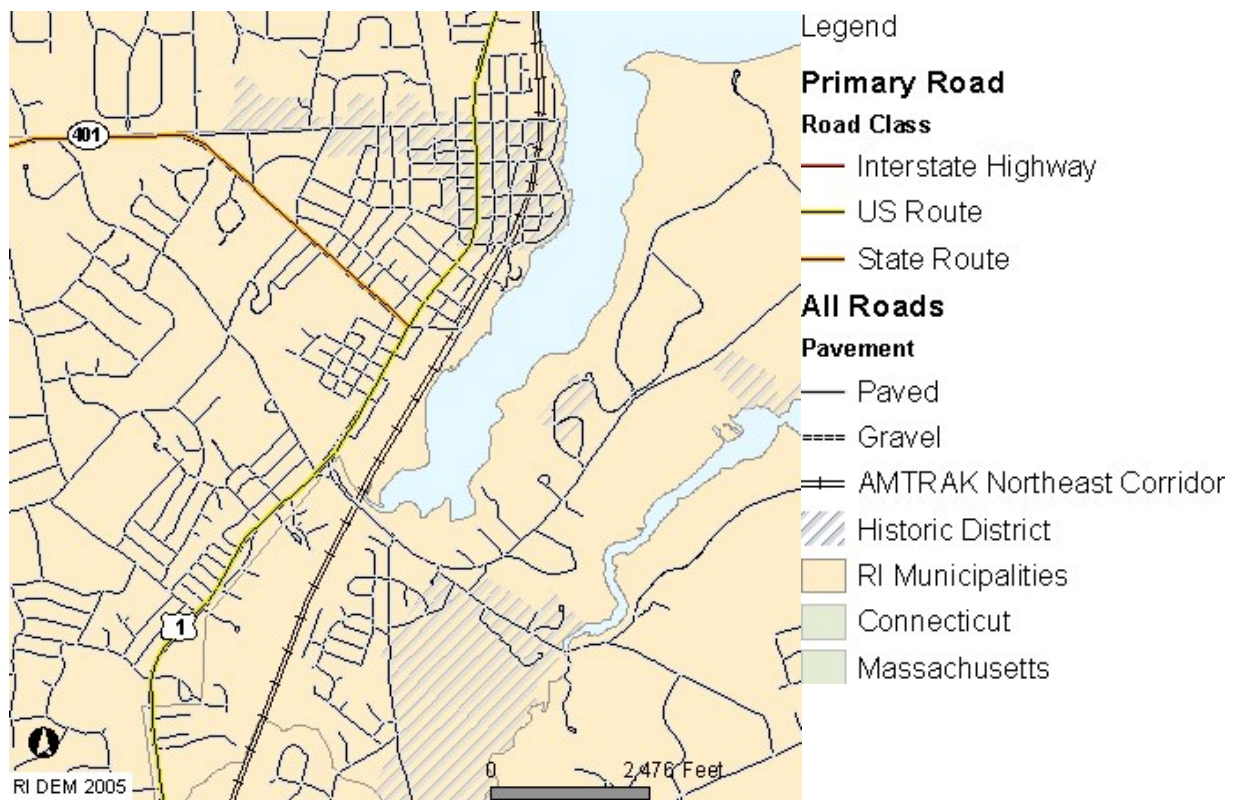


## H. Hazardous Materials

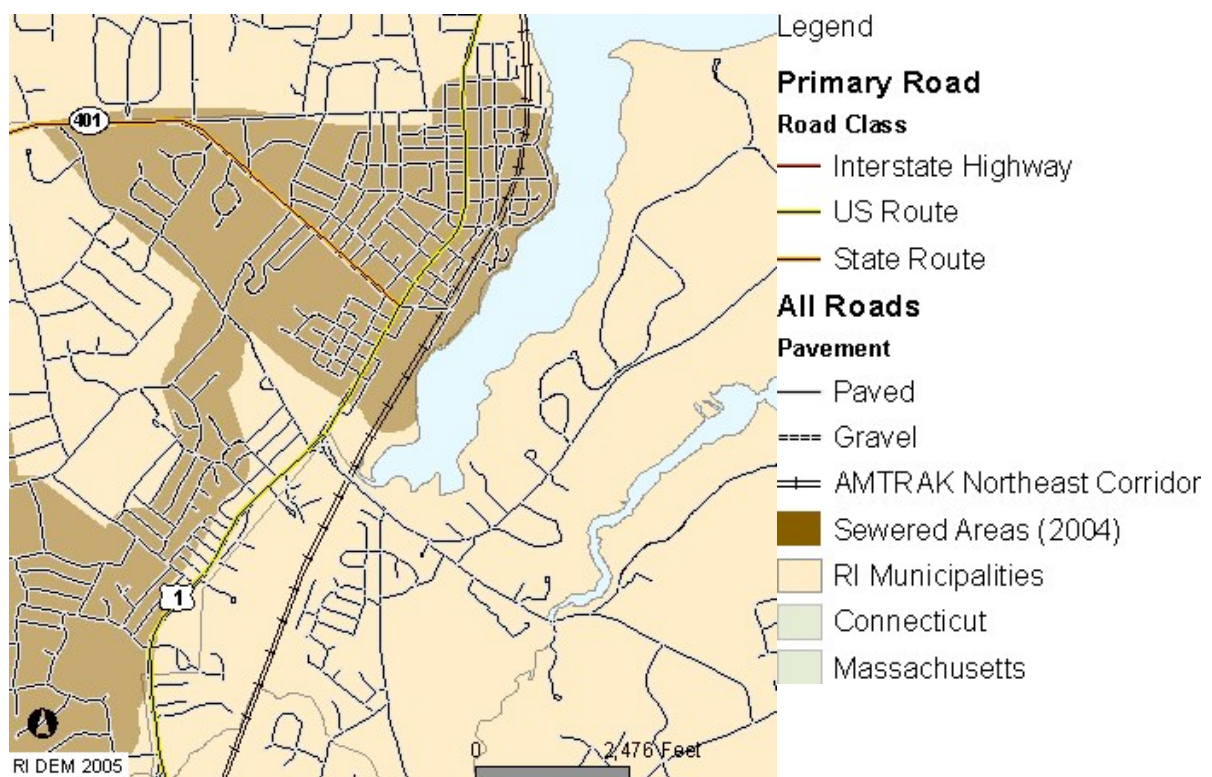




## I. Cultural Resources



## J. Sewered Areas





## VII. SITE PHOTOS



North End of Site



North End of Site



North End of Site



Dirt Road-North End



Greene Industries-North End



Buried Siding-North End





North End



Tracks-North End



American Legion-South End



South End of Site



Siding-South End/Maskerchugg Bridge

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